

## AUTOMOBILING—Recent Inventions Promise to Greatly Improve and Cheapen Cars of 1906.

### SUMMER HEAT DISTASTEFUL TO GOLFERS OF ST. LOUIS

Light Local Entry in the Transmississippi Tournament Teaches That Local Players Do Not Care to Compete in Public During July and August-Burt McKinnie Gone to Ranching in Nebraska-News and Gossip of the Links.

WRITTEN FOR THE SUNDAY REPUBLIC. That St. Louis is not at its best in a game, and for some years he was deemed a has-been. Those who love a natural born golfer will be glad to hear of his regolfing sense during July was amply demonstrated by the limited entry from this city to the Transmississippi championship at Glen Echo last week.

Were it not for the royal reply made by the Glen Echo men to the call for entries, St. Louis would not have had a larger representation that Omaha or Kanmas City, towns far distant from the scene of play. The Country Club sent but four men to the tournament, the Pield Club only two, Normandie and the Algonquins not any. The last-named are clubs not members of the Transmississippi Association. Hence its men were not eligible. Yet, with the championship in St. Louis, it seems that it was largely up to all St. Louis clubs to join it, so that their men

could compete. St. Louis is rather far south, and many golfers leave town for the Northern summer resorts during July. It does not seem that this month or that of August is a good one during which to hold tournaments. Spring and fall are the golf seasons in St. Louis, It is not wise to force

Although the Country Club holds the best soifers and more of them than any other local organization, its men do not turn out in strength for tournaments, beyond the Stickneys, McKittricks and Lamberts. There are many good players in the Country Club, whose entry would help out local tournaments immensely. Players like T. R. Collins, J. S. Walker, James Drummond, Duncan Joy and C. W. Scudder can render a good account of themselves in the fastest of Western company. They play steadily in private, but never in public. To be sure, public play is a sad sulvance and a deal of a bore, but one needs must sacrifice personal comfort for the good of the game.

Morniandte Park men have also shown disposition to let things silde, though ARTFUL AND SYSONBY LEADING Normandie Park men have also shown their president, John S. Lowry, is a slashing hitter and rated the best scoring.

aliashing hitter and rated the best scoring.

If not the most stylish and orthodox, golfer in St. Louis. There are some good me nin Normandie Park, notably Mewers. Lowry, Gilliam and Canter.

They are a bit young at the Algonquin Club to be doing much, but such a veteran tournament player as B. B. Adams should not be looking on when the transmississippi championship is being played in St. Louis. To be sure, Mr. Adams's club is not a member of the association, but in this case it should have been one.

FIELD CLUE HAD TWO.

FIELD CLUB HAD TWO. The Field Club sent two men, Harry Alien, a fitting representative for any club, and D. T. Kelley, willing, but raw, to the championships. Mesers H. G. and W. M. Glibert, E. A. Manny, John S. Carter and a few others might very well have entered also for they are all good players and capable of making a credita-

ble showing.

After all, it is true that the weather was terrifically hot. So let us be charitable and lay the blame of the small entry from St. Louis on the season of the year.

It is quite true, however, that the St. Louis golfer is not filled with the ambition shown by his neighbor from Des Molnes Omnha, St. Paul and Kansas City. The golfers from these towns came down to play hard and to win. They take a wider and livelier interest in the game than those of St. Louis do. There seems wider and livelier interest in the game than those of St. Louis do. There seems to be just one man in this city who takes a proper and lively interest in the game. That is Mr. J. T. Waison of Glen Echo. Compared with him all other golfers of St. Louis are more dilettantes. He alone seems imbaed with the true golfing instinct. To be sure his name is Scotch and he is doubtless bred right to play the game, but there are Carletons, Stickneys and a bost of others whose names sound just as Kilty.

as Kilty. h St. Louis can be proud. That is the Echo clubhouse and links. Beyond doubt, the links at Glen Echo were during the transmississippi chamin. The heavy rains of the precedek helped it immerisely, and Bobtook every advantage of his optios. All the visiting players proit the course beyond cavil even by
st captious.

most captious is clothouse and grounds are beyond words beautiful. The grand old coun-places of European lands may sur-sided Echo in trees, grass lawns, gar-liskes and flowers, but nothing that been seen in this new country of that been seen in this new country timerica in any way approaches it. BEST IN COUNTRY. Members of the organization can felici-

tate themselves upon possession of the most beautiful country place in America

Not only to Glen Echo a success as a golf course and a thing of beauty. It is also proven a most profitable venture to Prove member holds one its stockholders. Every member holds one thate of stock. The charter members and the club paid but \$100 for shares, ek in the club is now worth 100 a

share. A few members who have recently moved away from St. Louis offered their stock for sale. It brought from \$40 to East. Thus a man who has been a mem-ber store the club was incorporated, and who has paid all dies and assessments, can sell his stock now and his member-ship will not have cost him a cent for five years. In a word, stockholiers in Glen Echo have found their money in-crosse-600 per cont in value in four years. DURT MOKINNIE MISSED.

in these times of championship tourns ments St. Louis misses that splendid fellow and excellent player, Burt McKinnie, very much. Many inquirles were made at him at the recent tournament, and regret expressed that he is not any longer

regret expressed that he is not any longer regret of the state of the ranch in Nebraska. Two years ago he left St. Louis to join the Savage Opera Company. He cang base for one season, then forewore same base for one season, then for wore ministrand the stage forever, and had him self west with his brother, Carl. They say that the brothers have laid out four boles on the tarach, and hit long belle how and then when having milking, branding, choring and other manifold em-ployments of the ranchman, gives them time. It seems an odd thing for a curled during like Burt McKinnie, an Adens bread by the ladies a ray soul and a the ladies a gay soul and a neer, to shandon the li-

Riverside, Chicago, has developed into one of the best players in the West. He finished a close third in the Western champlenable at Ciscinnati, only a few strokes behind Albert Smith, who won it. trough was very short a mere drive and from to each hole. William Duffy of Normandie says, and Simpson is at his Normanale and course, where his standing sive of play and long hitting set a chance to tell. A we k after the Western championship was played. Simpson wen the Western professional golfers' tournament, heating a selected field.

beating a splendid field.

George Norman, who was Simpson's club makes here is with the Ontwentsia club, Chicago. Norman was not much of a player, but as a club maker he had no superiors, and he was a capital structor.

PROFESSIONAL IN MEXICO. Willie Smith, who opened the Glen Etho course with Jim Poulis, is now a professional at Mexico. The inspired puter is back on his game again, Tom Bendeten mys. He get up a big teurnament all handly. He also won the champion-ship of New Jersey last spring, beating many good men who teach along the sea coast. Smith probably was the best golfer that ever played in America, but an iner-

born golfer will be glad to hear of his revival.

It does not seem to be given to the Irishman that he should play great golf. Although the Hibernian branch of the Celtio race has been regarded as that which year after year has produced the greatest of athletes, it has never turned out anything like a great golfer, or even a first-class one, save the amateur champion. Chandler Egan, and Egan is everything but Irish in temperament, though very much in appearance.

The Irishman seems to be too eager and nervous, too impatient and flery to make a great golfer. Proverbially plucky, dashing and daring, he lacks the cold nerve and ley gameness essential to the making of the crack golfer. Of all games and sports, golf is the only one in which the player cannot afford to become excited, and it seems that keeping cool is one thing that the Irishman cannot do. He cannot sit still and burn; he must be up and at them. This will not do in golf.

DUFFT A GOOD PLAYER. DUFFT A GOOD PLAYER.

There is Duffy, the Normandie profes-sional, for instance. Duffy is a splendid player, possesses a fine style, knows all the shots and can execute any of them perfectly. In practice he plays a game that is unbeatable, but in competition he invariably makes a showing far below

invariably makes a showing far below his merit.

At home it is the Briton and the Scot who is provincial and national champion of Ireland. True it is that Miss Rhona Adair and Miss May Hezlet, the greatest women golfers Great British has ever seen, are Irish girls. Yet their names would indicate that if Irish born they are British bred, after the manner of the great Irish-born but British-named soldiers. Weltesiey, Wolsely, Kitchener and Roberts.

Roberts.
Of all athletic sports golf is the only one in which the Irish do not excel. And, doubtless, they look upon golf not as en athletic sport fit for to try the strength and temper of men so much as a pleasant pastime for women and old fellows past the age of football, running, weight putting having and leaping.

## PART OF THE GALLERY AT THE ALLEN-STICKNEY GOLF MATCH ST. LOUIS TO BE REPRESENTED



INTERESTED SPECTATORS AT THE ALLEN-STICKNEY GOLF MATCH

game between Harry Allen of the Field Club and Stuart Stickney of the Country

TO PROTECT RACING.

The Spirit of the Times, reviewing the

present condition of racing the country

over, and calling attention to the fac-

that harness racing is suffering by a re-flex current from the crusade against the running horses, urges the formation of an association of those interested in

racing all over the country, both running and trotting, for the protection of the

been a chance for the disturbed condi-tions now existing. Had not the Eastern track, and especially Kenilworth, been open to Corrigan's adherents, the Chicago turfinan probably would not have been able to muster a guard to support his rebellion last winter. While, of course, he could have done some damage in start-ing antiracing crusades in territory where those who outered him were in control

hose who opposed him were in control, he could not have accomplished the re-

ults be has without the support of men ike T. C. McDowell, Sam Brown and

CHICAGO HAS NEW CUE WONDER.

Colwin Demarest Shows Skill at Va-

Billiard experts of Buffalo are marvel-

thicago man, who is said to be a cue fiend.

Although the youngster has been playing

ess than two years, he has attracted con-

siderable attention. His brilliant game

with Charles F. Conklin, the national am-

steur champion, put his reputation on a

wonder, and that he has ten possibilities

to Conklin's one. He further says that Demarest is beyond doubt the coming champion, and that with more experience he will be the equal of Hoppe, who is now

"Demarest is the most natural-born bil-liard player since Tommy Wallace of twenty years ago," said Mr. Mussey to-day. "He is also a marvel at masse shots, and invariably takes the right shot. I can truthfully say that in my opinion he is the most promising billiard player in America outside of William Horse.

In one night's play Demarest made average of 10 3-27 to Conklin's 10 30-27. William P. Mussey says Demarest is a

substantial basis.

a professional.

rious Billiard Games.

No golf match ever played in St. Louis | in white shoes and trousers and dark coat, | folded, is Sprague Abbett of Omaha, Thompson is the tall young man in spotless Club at Glen Echo on July 11. A crowd | Bemis of Glen Echo is immediately behind of 1,000 persons followed the players. Mr. Thompson. Back of him, his face
The above picture shows Mr. Edwin M. half hidden, is Mr. Harlow Spencer. The
Gould standing in the foreground, garbed tall and slender young man, with his arms one up in thirty-eight holes.

excited the amount of attention as did the with a rakish-looking hat and a piratical- who led the qualifying round of the Transly tied kerchief about his neck. Mr. Sam mississippi Golf Championship. To Mr. Abbott's right to Bob Foulis, the Gler white shown in the foreground. Mr. Jim Echo professional, and to Mr. Abbott's left Mr. Bissell Ware.

## CANDIDATES FOR TURF HONORS

Recent Defeat of Beldame and Ort Wells Sustains Argument That Thoroughbred Horses Have Been Brought to Such a High State of Development That They Are in Their Prime in Third Year-Keene Colt's Claims Based on Performance From Standpoint and Artful's for Having Beaten Better Ones Than Finished Behind Winner of Realization.

Racing experts and followers the country over, and especially in the Metropolitan district, have much to wonder over as to the comparative merits of Artful and Sysonby, the leading candidates for championship honors.

The recent defeats of Beldame, taking in comparison with her supremacy of last year, when she was a 3-year-old, and Ort Welles's defeat by Sysonby, taken in comparison with his magnificent form of last year, add corroboration to the argument that thoroughbred horses have been brought to such a high state of development that the state of development in the state of the state of this is as it has nearly always been. Owners of horses of this class are seallous of the state in regrets that there is no early prospect of a meeting between the pair. But this is as it has nearly always been. Owners of horses of this class are jeal-owners of horses of horses of this class are jeal-owners of horses of horses of this class are jeal-owners of horses of horses of this class are jeal-owners of horses of horses of this class are jeal-owners of horses are jeal-owners of horses of horses are jeal-owners of horses of horses ar ment that they are now in their prime in their third year.

Ever since Conroy shattered precedent by winning the Brooklyn Handicap of 1901 the 3-year-olds have been forcing their claims to superiority until now it seems the older horses have no chance to compete with the younger ones at the regular scale. One reason for this, of course, has been the greater efforts by trainers to achieve results with the younger

When Lamplighter suffered defeat as a 3-year-old in one of the big handicaps, and when later Henry of Navarre had to lower his colors to an older horse, trainers gave up hope of winning one of the big handicaps with a 3-year-old, and this resulted in comparatively few making the effort, When, however, Conroy, not at the time regarded as a real top-notcher showed that a 3-year-old could do the trick, other trainers took heart, and they have been setting harder tasks for the younger horses, with surprisingly success-

Last year the crown of supremacy was mecessively claimed by Ort Welles, Stal-wart and Beldame. In the early summer wart and Beidame. In the early summer months Ort Welles seemed to have the clearer title, then Beldame developed her marvelous form and in the late months Stalwart came to the front. Ort Welles, not being so good at the time, wrested the masculine honors from the son of King Eric. This year again sees the bat-tle for premiership lying between two 5-year-olds, the filly Artisi and the colt Sysonby.

ARTEUL MAKES SHOWING.

Reldame started out as though she were going to continue her brilliant career of last year, but Ort Welles came along and took her measure, and then Artful made a show of both Ort Wells and Beldame in the Brighton Handicap, Sysonby's claims are based on brilliant performances from a time standpoint, Artful's upon from a time standpoint, Artful's upon having beaten better horses than have yet finished behind the Keene colt this year. Sysonby, however, has but one defeat charged against him, that in the Futurity have tone which was man by Artful charged against him, that in the Futurity last year, which was wen by Artful. She was in with a maiden allowance, however, a decided advantage to her, and again in the Brighten she had the best of the weights receiving under the scale ten pounds from Beldame and five pounds from Ort Welles, but from the manner in which she wan it seemed a self-evident fact that she could have carried her full impost under the scale and still had considerable advantage at the end. derable adventage at the end. Bustern experts who have seen siderable adventage at the end. Bestern experts who have seen the two in all probability would favor the colt as against the filly at even weights at anything from a mile and a quarter on. At a mile the filly would be better regarded, not that she has shown any disinclination to stop at the end of such a route, but e year was in the Realization, Artful's the Brighton Handicap. An analysis the fractional times of the two races therefore interesting. They were as

#### MISSOURI-BRED HORSE SELECTED TO FOUND NEW EQUINE FAMILY

Carmon, No. 32,917, Reared by Norman J. Colman of St. Louis Chosen by United States Government to Originate the Breed of Heavy Harness and Carriage Animals - Breeding of the Great Stallion.

WRITTEN FOR THE SUNDAY REPUBLIC. In recent years a sharp demand has developed in America for what is known as first-class carriage horses. The supply has by no means equaled the demand. The American standard-bred horse known as the trotter has been the sole haphasard source of supply.

Not every trotter is suitable for heavy harness and carriage purposes. In fact. he has been bred for speed and light harness purposes for many years. In spite of the fact that the trotter has been bred and developed for many purposes diametrically opposite to those which are demanded of the heavy harness horse, the now, when both are admittedly at their best, it would be a horse race worth go-ing from St. Louis to New York to sea cent answer to the demand for a first class carriage horse.

This demand has become so strong and insistent that the Department of Agriculture has taken steps to establish a specific breed of horses suitable for heavy harnes purposes. With this aim in view the department appointed a commission to select a sire and mares suitable for the establishment of the new species. and trotting, for the protection of the kindred sports.

It calls attention to the formation of such an organization in England and its success in resisting the attacks of radicals and seems to think such a plan feasible in the United States. The suggestion is certainly a good one and deserving of serious consideration.

The natural leaders in such a movement would be the breeders, rather than the track owners, because the former are more closely bound up by common interests. The mares selected have been largely

of Morgan blood, while the sire is a standard-bred tretting horse, bred and reared at Creve Coeur Lake, St. Louis county, by Norman J. Colman of this city. The horse's name is Carmon, No 2317 in the American Trotting Register sixteen hands bigh, hav, with black points, no white markings and weighing 1,300 pounds when in condition. Carmon was exhibited in the show ring by Thoma W. Lawson, under the name of Glorious Thundercloud.

track owners, because the former are more closely bound up by common interests.

And while they are about it, it is suggested that they ought to try to form one governing body, with autocratic powers, to control racing all over the country. Racing is a sport or business that needs autocratic control, no matter how that theory may be attacked as "un-American." That this is so is shown by the development of the sport under the control of the Eastern and Western Jockey clubs. Both are absolutely autocratic in their methods, and it is self-evident that this system is requisite.

Had there been but one body instead of two there probably would not have been a chance for the disturbed conditions now existing. Had not the Elastern track, and especially Kenilworth, been TROTTER WON OVER HACKNEY. The selection of a sire to head the lovernment stud gave rise to bitter competition among the advocates of the various breeds. Some breeders demanded that the Government select an imported French or German coach horse, while a tremendous cry came out of the East, es pecially New York and Philadelphia, for the English hackney. The breeders of Morgan horses also made their pies. To all these the commission gave patient hearing, and after examining thousand of horses all over the United States it selected the Missouri-bred animal to found the new and important breed of American horses.

Carmon is by Carnegie, who is by Robert McGregor, sire of the famous Cresceus, the greatest race-trotting stallion ever produced in America, Robert McGregor is by Major Edsall, out of Nancy Whitman. Major Edsall was by Abdallah (15), out of a Hambletonian mare. Thus Carmon is an inbred Hambletonian. Robert Mc ng at the showing of Colwin Demarcet, a Gregor, like Cresceus, was one of the gamest horses that ever looked through a bridle.

Carmon's pedigree is not an exceptionally fashionable one from the standpoint of speed, but it is one from which excelent conformation could be expected.

Robert McGregor was a horse with spien-

did quarters, a characteristic which he transmitted to his sons and grandsons, as transmitted to his sons and grandsons, as shown by Cresceus and Carmon.

Abdallah (15) was a horse with particularly attractive head and neck. The Abdallah cross appears five times in Carmon's pedigree, while he has a double cross of Morgan blood through Ethan Allen and two crosses of Henry Clay and Mambrino Chief. These families have produced some of the handsomest trotters in the world. The blood makes up 18.64 of Carmon's pedigree.

mon. Abdallah (15) and Ethan Allen did not sire any pacers and less than 10 per cent of the get of Robert McGregor paced.

daughter of Trojan, who traces to the foundation Morgan stock through Flying Cloud-Vermont Black Hawk and Sherman Morgan. The Morgan blood makes for conformation, fire and energy and pleasing deportment. The Morgans have all the qualities of great carriage horses, save that they are a triffe small and mayhap lack the desirable quality of speed. Thus it will be seen that Carmon carries in him a deal of the blood of all the foundation families of the trotting and Morgan horse. MERIT OF STANDARD BRED HORSES

The standard-bred trotter frequently be-trays faults of conformation peculiarly testimony of his intrinsic and prepotent worth, for he has been bred and handled solely for the purpose of developing speed. Then when a finely conformed, high-

Then when a finely conformed, highstepping stallion was produced he was immediately unsexed to supply the demand
for fine carriage horses and show winners.
Thus the most desirable standard-bred
horses for heavy harness purposes were
rendered unfit for stud usages. The famous Lord Brilliant, three times winner of
the Waldorf-Astoria Gig Cup at Madison
Square, Burlingham, and that other crack
gig horse, Sampson, John S. Bratton's famous high actor, and Lonzie, a noted Chicago show horse, were all splendid types
of the magnificently conformed high-acting trotter.

Between training the standard herse
for speed alone and then unsexing such
members of his family as did show conformation and action suitable for heavy
harness purposes, every precaution seems
to have been taken to aliminate distributed.

members of his family as did show conformation and action suitable for heavy harness purposes, every precaution seems to have been taken to eliminate desirable heavy harness qualities from the breed. The inherent virtue of the horse himself has been too potent to be overcome. In spite of every effort of breeder, trainer and surgeon to stamp out fine conformation and high action, the trotting-bred horses keep turning out horses of the finest conformation and supplying the demand for roadsters, carriage horses and winners for the show rings.

The English hackney has been specially bred for heavy harness purposes for 200 years. Yet, when it came down to a case of competition, his first cousin, the trotter, who had been bred and trained for light harness purposes and whose inclinations toward heavy harness conformation and action had been ruthlessly suppressed beat him easily.

HAS STURDY CONFORMATION.

HAS STURDY CONFORMATION.

The hackney is a handsome horse of sturdy conformation and peacocky appearance and high action, but he is not as well bred as the trotter and by no means possesses the same speed. He is a horse of excellent head and eye, quarters and body, but his neck is around. usually thick and heavy and, above all,

he is close-gaited and cannot reach as far as the trotter or go anywhere near so fast. The Government experts decided that

Americans wanted more speed in their carriage horses than the hackney could give to them, and they found that the very best types of standard-bred horses excelled the best hackneys in canformation. The French and German coach horses were deemed too slow and lethargic for American usages. The only doubt about were deemed too slow and lethargic for American usages. The only doubt about the wisdom of the selection of a standard-bred horse lies in the possibility that he may not be able to steadily reproduce his conformation, and that his progeny will throw back to some of the slabsided, cat-hammed, ewe-necked, lop-cared trotters, which, however fast they have been on the track, were mighty poor specimens of heavy harness horses.

the track, were mighty poor specimens of heavy harness horses.

There was no doubt about the hackney reproducing himself. He has been established by 25 years of most careful selection. It is up to this Missouri-bred horse to perform the greatest feat ever asked of a stallion, that of establishing in a short time a breed of horses which must possess many particular qualities and qualities which are most difficult of obtainment. Handsome conformation, which strikes

# IN THE NATIONAL REGATTA

Southwestern Amateur Association Rowing Contests at Creve Coeur Lake in August Will Determine the Oarsman to Represent Local Crews in the Baltimore Contests-Training Daily for Events-Course Will Be Dragged to Remove Snags and Obstacles.

Local coarsmen are anglously awaiting the regatts of the Southwestern Amateur Rowing Association at Creve Coeur Lake August 5 and 6, not so much for the competition that it will afford, but because the crews that will be sent to Baltimore for the National Regatta will be selected from the showing made in the local contests.

The National' Regatts under the auspices of the National Association of Amateur Caramen will be held at Baltimore a week later, and St. Louis is to be represented.

In the Ciympic Regatts at Creve Coeur Lake last summer, which was similar to the National Regatts, the local crews make a good showing, against the eastern crews and other crack caramen. This season, it is said, the local caramen are better, and for that reason the Mound City should be better represented.

The men are working hard daily for the Campet.

In OLYMPIC GAMES.

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In the Glympic Regatta at Creve Coeur Lake last summer, which was similar to the National Regatta, the local crews make a good showing, against the eastern crews and other crack carsmen. This season, it is said, the local carsmen are better, and for that reason the Mound City should be better represented.

The men are working hard daily for the regatta in hopes that they will make such a showing as to merit bet g sent East.

East.

A bitter, but friendly rivalry exists between the members of all the local boat houses and all the crews are reported as being in good condition. This fact will insure close and interesting contests for the local regatts, and it is safe to ray that the winners of the respective events in the Creve Coeur Lake races will have fully earned the honor of going to Baltiness.

From present indications the entries for the local regatia will be larger than ever before. This is evidence that more interest is being taken each year in sculling and many promising carsmen have sprung up as a result.

Every morning the local harbor is the scene of singles, doubles, pairs, fours, barges and eights in their daily workout. On Saturdays and Sundays especially the river is lined with the light crafts.

WILL MOVE TO LAKE

WILL MOVE TO LAKE.

Several of the clubs will shortly move their crafts to Creve Coeur Lake in an effort to become accustomed to the course and the turns. When the Eastern caramen were here for the Olympic regatts inst summer many were loud in their praises of the Creve Coeur Lake course and said it was one, if not the best, they had ever rowed on.

Beveral accidents occurred to some of the shells from short snags in the lake, but every precaution will be taken this season to have the course dragged several feet deep in order to remove all obstacles. The crack Century four will soon be in shape and they expect to do much. This crew probably is the most promising in the city. When they get working good it

IN OLYMPIC GAMES.

Last ecason he went out for Olyn benors in the doubles, and from the time he was making in practice with his part-ner, it was expected that he would sure-ly win. Joachim and his companion started at a great clip. They had gone only but half the distance when his com-panion dropped over in the shell from ex-haustion, and Joachim's efforts had gone

haustion, and Joachim's efforts had gone for naught.

This acason, however, he believes that in Heim he has a partner who can with-stand the great strain in competition. Joachim also will try for single honors. A prominent sculler who likely will be pitted against him in this single event will be Herman Kirtman of the North Enis, who is looming up as a speed mar-vel.

vel.

The North Side Rowing Club of Quincy will also have a representative in this event. This is Young Zimmerman, who although young in years, as an oarsman has been making great progress in the

#### **ELIMINATION TRIALS TO BRING OUT SOME GOOD AUTOMOBILES**

Pope Toledo Company and Two Locomobiles Among the Entries for Blue Ribbon Event-Interesting Tire Tests Will Be Made at Long Branch-Lawson Offers \$5,000 for Record Mile With Car.

Announcement has been made of the grant of the dates for the elimination trials in the Vanderbilt Cup race and of the date for the main event. Robert Lee Morrell. chairman of the A. A. A. Racing Board, chairman of the A. A. A. Racing Board, buying or operating cars. Some of them can supply fast time, as evidenced by a can supply fast time. undesirable to heavy-harness purposes, it is also true, however, that he has produced the main event. Robert Lee Morrell. borses of the very finest possible conformant of the A. A. A. Racing Board, the result is also true, however, that he has produced the main of the A. A. A. Racing Board, the result is a second to the result i lected course on Long Island for Septem-ber 3, as the date for the elimination trial and for October 16 as the date for the

main contest.
In the elimination trial there will be thirteen cars, from which five must be ribbon event. Included in the list are the two Pope-Toledo cars which Lytle and Dingley drove in the International Cup race abroad, and two Locomobiles, one of which Tracy used in the foreign contest. Teams have also been nominated by France, Germany and Italy.

The course selected for this year's con test is in the same region of Nassau County, Long Island, as the one last year. Only half of last year's course will be used, so as to eliminate controls. This year after the start is made the cars will be expected to go the whole distance without making any nonpenalized stops. Only one part of last year's course will be used. This will be the Jericho turnpike, from New Hyde Park to Jericho. This year it will be the southern boundary, with the start and finish at New Hyde Park. The new course is a quadrangle.

Starting at New Hyde Park, there is seven-mile run to Jericho, a short turn to the north and a run of five miles on the Oyster Bay road to East Norwich. Another sharp turn is made west and the north turnpike is followed for seven miles, passing Lake Success and the country estate of W. K. Vanderbilt Jr., the donot of the cup. The course is much more hilly than last year and about six miles shorter, being about twenty-two miles According to the conditions, the race

next year will be held in the country that is represented by the winning car this

CLIMB TO MOUNT WASHINGTON. As Robert Osgood of Boston has bought the timber on Mount Washington, and as the carriage road will be utilised for conveying the logs to the bottom, and consequently spoil the road, the next climb to the clouds for automobiles, to be held on July 17 and 18, will probably be the last opportunity eutomobilists will have to

July 17 and 18, will probably be the last opportunity automobilists will have to scale the helghts of the famous mountain in New Hampshire. Something like twenty-five power driven cars have been nominated to make the difficult awant.

It is generally understood, although no official announcement has been than, that W. K. Vanderbill Jr., for two year the acknowledged leader in automobile sings motor cars, because of his increasing business interests.

Mr. Vanderbilt was one of the first drivers in America to travel a mile in better than a minute, and his drive of the standard distance in thirty-nine seconds on the Ormond Beach stood for a year. He has not lost interest in motor car racing, however, as evidenced by the active interest he is taking in the promotion of the second race for his cup, which will be held on Long Island on October 14.

Not the least interesting contest for the year in automobiling will be one for tires, which it is preposed to hold in connection with the Long Branch carnival at the famous New Jersey summer resort in Automoth the least interesting contest for the year in automobiling will be one for tires, which it is preposed to hold in connection with the Long Branch carnival at the famous Ethwood track. To prevent any special made tires being used, the managers of the carnival may decke to buy the tires wanted by the contestants. Frank Burrelle, a New York automobilist, has offered a trophy for the event. In this connection it is worth noting that the record for changing tires is held by Henry Debberin, a new Torker, who has made a replacement in four minutes and twenty-five seconds.

LAWSON'S LIBERAL OFFER.

LAWSON'S LIBERAL OFFER New comes Thomas W. Lawson of Bos-ton as a factor in automobiling with an offer to give \$5.000 in gold to the auto-mobilist who makes the best mile under arty-three seconds at the St. Paul track meet. He expresses the opinion that a mile in an automobile in thirty seconds

can supply fast time, as evidenced by a mile in 1:14 made by Mrs. Griffin in New York recently, and a challenge by a Long Island society woman to race her for the championship. A recent addition to the ranks is Miss Buchanan, a daughter of W. B. Buchanan, the private secretary of Governor Douglass of Massachusetts. The Governor himself takes frequent rides with Miss Buchanan in her Pope-Waverly electric. Although the general inclination of the ladies is to drive the electric vehicles because of their simplicity, case of operation and control, and clealiness, not a few are beginning to take up with the gasoline car.

MACHINES IN ALASKA. A letter was received by an Indianapol motor car builder last week, which shows that automobiles are in use in Alaska. The owner, D. J. O'Brien, wrote from Fort Liscom, Alaska, asking for a booklet in which to keep a record of the miles covered by his Waverly electric carriage. He said his machine was giving good service, although the reads in Uncle

service, although the reads in Uncle
Sam's far-away possession were not of
the very best.

An automobile caravan left New York
last Tuesday and for two weeks will
travel the roads of New England as far
as the White Mountains in competition
for the Glidden trophy. It is the first annual tour for the trophy promoted by the
American Automobile Association, and almost every prominent car is represented
on the run.

most every prominent car is represented on the run.

There will be night stope at Hartford, Boston and Portsmeuth, arriving at Bretton Woods on Friday night, Saturday and Sunday will be available for side tours through the mountains, while Monday and Tuesday will be the days for the hill climb up Mount Washington. The remainder of the week will be taken up in the ride through Concord, Worcester, the Berkshires, Pittsfield, Poughkeepsle and New York.

New York.

On this run the owner of the car must either drive himself or be a passenger. The trophy will be awarded to the car making the best all around record for consistent work in covering the distance with few stops and repairs.



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